

Environmental Technology Verification

Test Report of Mobile Source Emissions Control Devices

Donaldson Company, Inc.

Series 6100 Diesel Oxidation Catalyst Muffler

Prepared by

Southwest Research Institute



Research Triangle Institute



Under a Cooperative Agreement with
U.S. Environmental Protection Agency



ETV ✓ ETV ✓ ETV ✓

THE ENVIRONMENTAL TECHNOLOGY VERIFICATION
PROGRAM



U.S. Environmental Protection Agency



ETV Joint Verification Statement

TECHNOLOGY TYPE:	MOBILE DIESEL ENGINE AIR POLLUTION CONTROL
APPLICATION:	CONTROL OF EMISSIONS FROM MOBILE DIESEL ENGINES IN HIGHWAY USE BY DIESEL OXIDATION CATALYSTS
TECHNOLOGY NAME:	DONALDSON COMPANY, INC. SERIES 6100 DIESEL OXIDATION CATALYST MUFFLER
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The U.S. Environmental Protection Agency (EPA) has created the Environmental Technology Verification (ETV) Program to facilitate the deployment of innovative or improved environmental technologies through performance verification and dissemination of information. The goal of the ETV Program is to further environmental protection by accelerating the acceptance and use of improved and cost-effective technologies. ETV seeks to achieve this goal by providing high-quality, peer reviewed data on technology performance to those involved in the design, distribution, financing, permitting, purchase, and use of environmental technologies.

ETV works in partnership with recognized standards and testing organizations; stakeholder groups, which consist of buyers, vendor organizations, permittees, and other interested parties; and with the full participation of individual technology developers. The program evaluates the performance of innovative technologies by developing test plans that are responsive to the needs of stakeholders, conducting field or laboratory tests (as appropriate), collecting and analyzing data, and preparing peer-reviewed reports. All evaluations are conducted in accordance with rigorous quality assurance protocols to ensure that data of known and adequate quality are generated and that the results are defensible.

The Air Pollution Control Technology Verification Center (APCTVC), one of six centers under the ETV Program, is operated by Research Triangle Institute (RTI), in cooperation with EPA's National Risk Management Research Laboratory. The APCTVC has evaluated the performance of an emissions control system consisting of an exhaust oxidation catalyst for mobile diesel engines, the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler, Series 6100 Catalyst Formulation.

ETV TEST DESCRIPTION

All tests were performed in accordance with the general test plan *Test/QA Plan for the Verification Testing of Diesel Exhaust Catalysts, PM Filters, and Engine Modification Technologies for Highway and Nonroad Use Diesel Engines* and the Test-Specific Addendum to ETV Mobile Source Test/QA Plan for the Donaldson Company, Inc. diesel oxidation catalyst muffler and Spiracle™. These documents are written in accordance with the applicable generic verification protocol and include requirements for quality management, quality assurance, procedures for product selection, auditing of the test laboratories, and test reporting format.

The mobile diesel engine air pollution control technology was tested at Southwest Research Institute. The performance verified was the percentage emission reduction achieved by the technology for particulate matter (PM), nitrogen oxides (NO_x), hydrocarbons (HC), and carbon monoxide (CO) relative to the performance of the same baseline engine without the technology in place. Operating conditions were documented and ancillary performance measurements were also made. A summary description of the ETV test is provided in Table 1.

Table 1. Summary Description of the ETV Test

Test Type	Highway Transient Federal Test Procedure (FTP), heavy-duty cycle
Engine Family	WDDXH12.7EGD
Engine Make–model year	Detroit Diesel Corporation Series 60–1998
Service Class	Heavy Duty Diesel
Engine Rated Power	299 kW (400 bhp) @ 1,800 rpm
Engine Displacement	12.7 L
Technology	Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler, Series 6100 Catalyst
Technology description	A ceramic oxidation catalyst matrix wash-coated with catalyst, packaged in a muffler-sized can for retrofit installation by a moderately skilled mechanic. No engine modifications required.
Test cycle or mode description	One cold-start and three hot-start tests according to FTP test
Test fuel description	EPA standard low-sulfur and ultralow-sulfur No. 2 diesel fuels per 40 CFR Part 86.1313
Critical measurements	PM, NO _x , HC, and CO
Ancillary measurements	NO, CO ₂ , and exhaust back-pressure, exhaust temperature, fuel consumption, and exhaust PM soluble organic fraction (SOF)

VERIFIED TECHNOLOGY DESCRIPTION

This verification statement is applicable to the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100 Catalyst Formulation). According to the vendor, the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler with Series 6100 Catalyst Formulation is packaged and marketed for use on diesel engines from 150 to 600 bhp. The unit whose performance was verified had part number 5190B2396. It is applicable to engines fueled by ultralow-sulfur (15ppm or less) diesel fuel.

This verification statement describes the performance of the tested technology on the diesel engine and fuels identified in Table 1. The performance was measured for a degreened device. A degreened device has been operated a brief period before testing (25 to 125 hours) to achieve a stable emissions reduction.

VERIFICATION OF PERFORMANCE

The Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100) achieved the reduction in tailpipe emissions shown in Table 2 at the stated conditions.

Table 2. Verified Emissions Reductions for System Consisting of a Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler with Series 6100 Catalyst Formulation

Device type	Fuel		Mean Emissions Reduction (%)				95% Confidence Limits on the Emissions Reduction (%)			
	Baseline	Controlled	PM	NO _x	HC	CO	PM	NO _x	HC	CO
Degreened	LSD	ULSD	28	^a	49	38	25-30	^a	19-79	32-44
Degreened	ULSD	ULSD	22	1.0	66	41	19-25	0.3-1.7	52-79	37-46

^a The emissions reduction could not be distinguished from zero with 95% confidence.

For the purposes of determining the status of the technology in regard to EPA's voluntary diesel retrofit program, the prospective user is encouraged to contact EPA's Office of Transportation and Air Quality (OTAQ) or visit the retrofit program web site at <http://www.epa.gov/otaq/retrofit/>.

The APCTVC QA Officer has reviewed the test results and quality control data and has concluded that the data quality objectives given in the generic verification protocol and test/QA plan have been attained. EPA and APCTVC quality assurance staff have conducted technical assessments at the test laboratory and of the data handling. These confirm that the ETV tests were conducted in accordance with the EPA-approved test/QA plan.

This verification statement verifies the emissions characteristics of the *Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100) with diesel fuels* for the stated application. Extrapolation outside that range should be done with caution and an understanding of the scientific principles that control the performance of the technologies. This verification focused on emissions. Potential technology users may obtain other types of performance information from the manufacturer.

In accordance with the generic verification protocol, this verification statement is valid, commencing on the date below, indefinitely for application of *Donaldson Company, Inc. DCM Oxidation Catalyst Muffler (Series 6100)* with diesel fuels within the range of applicability of the statement.

Original signed by H.W. McKinnon 9/15/03

Hugh W. McKinnon, MD Date
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NOTICE: ETV verifications are based on an evaluation of technology performance under specific, predetermined criteria and the appropriate quality assurance procedures. EPA and RTI make no expressed or implied warranties as to the performance of the technology and do not certify that a technology will always operate as verified. The end user is solely responsible for complying with any and all applicable federal, state, and local requirements. Mention of commercial product names does not imply endorsement.

Environmental Technology Verification Report

Mobile Source Retrofit Air Pollution Control Devices

**Donaldson Company, Inc.
Series 6100 Diesel Oxidation Catalyst Muffler**

Prepared by

Research Triangle Institute
Southwest Research Institute

EPA Cooperative Agreement No. CR829434-01-1

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September 2003

Notice

This document was prepared by Research Triangle Institute (RTI) and its subcontractor Southwest Research Institute, with partial funding from Cooperative Agreement No. CR829434-01-1 with the U.S. Environmental Protection Agency (EPA). The document has been submitted to RTI/EPA's peer and administrative reviews and has been approved for publication. Mention of corporation names, trade names, or commercial products does not constitute endorsement or recommendation for use of specific products.

Foreword

The Environmental Technology Verification (ETV) Program, established by the U.S. Environmental Protection Agency (EPA), is designed to accelerate the development and commercialization of new or improved technologies through third-party verification and reporting of performance. The goal of the ETV Program is to verify the performance of commercially ready environmental technologies through the evaluation of objective and quality-assured data so that potential purchasers and permittees are provided with an independent and credible assessment of the technology that they are buying or permitting.

The Air Pollution Control Technology Verification Center is part of the EPA's ETV program and is operated as a partnership between Research Triangle Institute (RTI) and EPA. The Center verifies the performance of commercially ready air pollution control technologies. Verification tests use approved protocols and verified performance is reported in verification statements signed by EPA. RTI contracts with Southwest Research Institute to perform verification tests on engine emission control technologies.

Retrofit air pollution control devices used to control emissions from mobile diesel engines are among the technologies evaluated by the APCTVC. The APCTVC developed (and EPA approved) the *Generic Verification Protocol for Diesel Exhaust Catalysts, Particulate Filters, and Engine Modification Control Technologies for Highway and Nonroad Use Diesel Engines* to provide guidance on the verification testing of specific products that are designed to control emissions from diesel engines.

The following report reviews the performance of the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100 catalyst formulation). ETV testing of this technology was conducted during November 2002 at Southwest Research Institute. All testing was performed in accordance with an approved test/QA plan that implements the requirements of the generic verification protocol at the test laboratory. This report is one of a set of three reports that separately report the performance data from three control device configurations included in the test series.

Availability of Report

Copies of this verification report are available from

- Research Triangle Institute
Engineering and Technology Division
P.O. Box 12194
Research Triangle Park, NC 27709-2194
- U.S. Environmental Protection Agency
Air Pollution Prevention and Control Division (E305-01)
109 T. W. Alexander Drive
Research Triangle Park, NC 27711

Web sites: <http://www.epa.gov/etv/verifications/verification-index.html> (*electronic copy*)
 <http://www.epa.gov/ncepihom/>

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Acronyms/Abbreviations

°F	degrees Fahrenheit	NO ₂	nitrogen dioxide
°C	degrees Celsius	NO _x	nitrogen oxide
APCTVC	Air Pollution Control Technology Verification Center	NDIR	nondispersive infrared
bhp	brake horsepower	OTAQ	Office of Transportation and Air Quality
bhp-hr	brake horsepower hour	Pa	pascal(s)
BSFC	brake specific fuel consumption	PM	particulate matter
CFR	Code of Federal Regulations	ppm	parts per million by volume
cm	centimeter(s)	QA	quality assurance
CO	carbon monoxide	QC	quality control
CO ₂	carbon dioxide	rpm	revolutions per minute
DDC	Detroit Diesel Corporation	RTI	Research Triangle Institute
DOC	diesel oxidation catalyst	SOF	soluble organic fraction
EPA	Environmental Protection Agency	SOP	standard operating procedure
ETV	environmental technology verification	SwRI	Southwest Research Institute
FTP	Federal Test Procedure	TPM	total particulate matter
ft	foot (feet)	ULSD	ultralow-sulfur diesel
g	gram(s)		
HC	hydrocarbon(s)		
HD	heavy duty		
HFID	heated flame ionization detector		
in.	inch(es)		
in. H ₂ O	inches of water		
in. Hg	inches of mercury		
kW	kilowatt(s)		
kPa	kilopascal(s)		
L	liter(s)		
Lpm	liters per minute		
lb	pound(s)		
lb-ft	pound foot (feet)		
LSD	low-sulfur diesel		
m	meter(s)		
min.	minute(s)		
mm	millimeter(s)		
N	newton(s)		
N-m	newton-meter		
NO	nitrogen oxide		

Acknowledgments

The authors acknowledge the support of all of those who helped plan and conduct the verification activities. In particular, we would like to thank Theodore Brna, EPA's Project Manager, and Paul Groff, EPA's Quality Assurance Manager, both of EPA's National Risk Management Research Laboratory in Research Triangle Park, NC. We would also like to acknowledge the assistance and participation of all the Donaldson Company, Inc. personnel who supported the test effort.

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Section 1.0

Introduction

This report reviews the performance of the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100 Catalyst Formulation). Environmental Technology Verification (ETV) testing of this technology was conducted during a series of tests in November 2002 by Southwest Research Institute (SwRI) under contract with the Air Pollution Control Technology Verification Center (APCTVC). This report addresses one of the three baseline-control device configurations covered by this test series. The objective of the APCTVC and the ETV Program is to verify, with high data quality, the performance of air pollution control technologies. Control of air emissions from diesel engines is within the scope of the APCTVC. An APCTVC program area was designed by Research Triangle Institute (RTI) and a technical panel of experts to evaluate the performance of diesel exhaust catalysts, particulate filters, and engine modification control technologies for mobile diesel engines. Based on the activities of this technical panel, the *Generic Verification Protocol for Diesel Exhaust Catalysts, Particulate Filters, and Engine Modification Control Technologies for Highway and Nonroad Use Diesel Engines* (RTI, 2002)¹ was developed. The specific test/quality assurance plan addendum for the ETV test of the technology submitted by Donaldson Company, Inc. was developed and approved on October 3, 2002.² The goal of the test was to measure the emissions control performance of the technology systems and their emissions reductions relative to an uncontrolled engine.

A description of the Donaldson Company, Inc. Diesel Oxidation Catalyst Muffler (Series 6100 Catalyst Formulation) is presented in Section 2. Section 3 documents the procedures and methods used for the test and the conditions over which the test was conducted. The results of the test are summarized and discussed in Section 4, and references are presented in Section 5.

This report contains only summary information and data as well as the verification statement. Complete documentation of the test results is provided in a separate test report³ and audit of data quality report.⁴ These reports include the raw test data from product testing and supplemental testing, equipment calibration results, and quality assurance (QA) and quality control (QC) activities and results. Complete documentation of QA/QC activities and results, raw test data, and equipment calibration results are retained in Southwest Research Institute's files for seven years.

Section 2.0

Description of Products

The APCTVC conducted verification testing for the Donaldson technology system described below (descriptions were provided by Donaldson Company). The system consisted of a Donaldson Company, Inc. Diesel Oxidation Catalyst (DOC) Muffler with Series 6100 catalyst formulation for use with ultralow-sulfur diesel (ULSD) fuel (15 ppm maximum sulfur content). The technology was provided directly to the APCTVC's test organization, Southwest Research Institute, as a degreened Donaldson Company, Inc. DOC Series 6100 catalyst formulation (part number 5190B2396).

The catalyst was degreened on an engine operated for 25 hours. For the first eight hours, the engine was operated in a repeated cycle with 15 minutes at idle followed by 15 minutes at peak torque speed and loaded to produce 400 °C exhaust gas temperature at the DOC inlet. For the remaining time, the engine was run at the steady state condition of peak torque speed and loaded to produce 400 °C exhaust gas temperature at the DOC inlet.

All testing was conducted on a Detroit Diesel Series 60 engine fueled by conventional No. 2 diesel fuel.

Section 3.0 Test Documentation

The ETV testing took place at Southwest Research Institute under contract to the APCTVC. Testing was performed in accordance with:

- *Generic Verification Protocol for Diesel Exhaust Catalysts, Particulate Filters, and Engine Modification Control Technologies for Highway and Nonroad Use Diesel Engines,*¹
- *Test/QA Plan for the Verification Testing of Diesel Exhaust Catalysts, Particulate Filters, and Engine Modification Control Technologies for Highway and Nonroad Use Diesel Engines,*⁵ and
- *Test-Specific Addendum to ETV Mobile-Source Test/QA Plan for Donaldson Company, Inc. DOC Converter Muffler.*²

The applicant had reviewed the generic verification protocol and had an opportunity to review the test/QA plan prior to testing.

3.1 Engine Description

The ETV testing was performed on a 1998 Detroit Diesel Corporation Series 60 heavy-duty diesel engine. The engine was an in-line six-cylinder with a 12.7 liter (L) displacement and rated for 400 bhp at 1,800 rpm. It was turbocharged and used a laboratory water-to-air heat exchanger for a charge air aftercooler. The engine was owned by SwRI and has been used on various research programs.

Table 1 provides the engine identification details. The baseline engine is shown in Figure 1.

Table 1. Engine Identification Information

Engine serial number	06R0422316
Date of manufacture	April 1998
Make	Detroit Diesel Corporation (DDC)
Model year	1998
Model	Series 60, 6067TK60
Engine displacement and configuration	12.7 L, Inline 6
Service class	On-highway, heavy-duty (HD) diesel engine
EPA engine family identification	WDDXH12.7EGD
Rated power	400 bhp at 1,800 rpm
Rated torque	1,550 lb-ft at 1,200 rpm
Certified emission control system	Electronic control
Aspiration	Turbocharged, air-to-air intercooled
Fuel system	Direct injection, electronically controlled unit injectors
Electronic control module	DDEC-III



Figure 1. Baseline engine: a 1998 Detroit Diesel Corporation heavy-duty diesel engine, mounted in Southwest Research Institute's engine test cell #4.

3.2 Engine Fuel Description

Two different diesel fuels were used during this verification test; a conventional, on-road No. 2 LSD fuel and a No. 2 ULSD fuel. The sulfur levels for these fuel batches were 346 ppm and 8 ppm, respectively. The fuels meet current EPA diesel fuel specifications given in 40 CFR § 86.1313-98, Table N98-2⁶ for LSD fuel and 40 CFR § 86.1313-2007, Table N07-2⁷ for ULSD fuel. Table 2 summarizes selected fuel properties from the suppliers' analyses.

3.3 Summary of Emissions Measurement Procedures

The ETV tests consisted of baseline uncontrolled tests and tests with the control system installed. The baseline engine was tested on conventional LSD and ULSD fuels. The standard heavy duty (HD) Transient Federal Test Procedure⁸ (FTP) for exhaust emissions testing was performed. The Donaldson DOC Series 6100 catalyst formulation was then installed. The installed parts were conditioned using three FTP cycles before they were set up for the cold-start test.

The engine test cycle for the DOC muffler verification testing was the heavy-duty FTP cycle. The DOC muffler was tested on only ULSD fuel. These tests were official tests with one cold- and three hot-start transient cycles conducted in accordance with the test/QA plan.⁵ Individual exhaust gas and PM samples were taken for each cycle, and a soluble organic fraction (SOF) analysis was performed on the baseline engine exhaust PM samples.

Table 2. Selected Fuel Properties and Specifications

Item	Code of Federal Regulations Specification ^a		Test Fuel	
	ASTM	Type-2D	“LSD” EM-4712-F	“ULSD” EM-4579-F
Cetane number	D613	40–50	46.0	47.4
Cetane index	D976	40–50	47.3	47.5
Distillation range:				
Initial boiling point, °F (°C)	D86	340–400 (101–204)	365 (185)	364 (184)
10% Point, °F (°C)	D86	400–460 (204–238)	427 (219)	401 (205)
50% Point, °F (°C)	D86	470–540 (243–282)	510 (266)	488 (253)
90% Point, °F (°C)	D86	560–630 (293–332)	587 (308)	588 (309)
End point, °F (°C)	D86	610–690 (321–366)	633 (334)	665 (352)
Gravity (American Petroleum Institute)	D287	32–37	35.17	36.95
Specific gravity		–	0.8490	0.840
Total sulfur, ppm	D2622	(300–500) ^b (7–15) ^c	346	8.47
Hydrocarbon composition:				
Aromatics (min.), %	D1319	27 ^d	29.2	27.5
Paraffins, naphthenes, and Olefins, %	D1319		70.8	72.5
Flash point (min.), °F (°C)	D93	130 (54)	164 (73)	155 (68)
Viscosity, centistokes @ 40 °C	D445	2.0–3.2	2.6	2.2
Fuel supplier	–	–	Chevron Phillips Chemical Co.	

^a Diesel fuel specification as in CFR 40 86.1313-98(b)(2) for the year 1998 and beyond and CFR 40 86.1313-2007(b)(2) for the year 2007 and beyond, for heavy-duty diesel engines.

^b 1998 sulfur range specification.

^c 2007 sulfur range specification.

^d Remainder of the hydrocarbons.

Emissions Test Procedures

Exhaust emissions were measured using HD Transient FTP⁸ and the experimental setup shown in Figure 2. Dilute exhaust emissions measured during tests over the transient FTP operating conditions included total hydrocarbons (HC), carbon monoxide (CO), carbon dioxide (CO₂), nitrogen oxides (NO_x), nitric oxide (NO), and exhaust PM. The CO and CO₂ levels were determined using nondispersive infrared (NDIR) instruments. Total HC were measured using continuous sampling techniques that employed a heated flame ionization detector (HFID). The NO_x and NO were measured continuously using two separate chemiluminescent analyzers fed simultaneously from a common path. The nitrogen dioxide (NO₂) was reported as the difference between NO_x and NO.

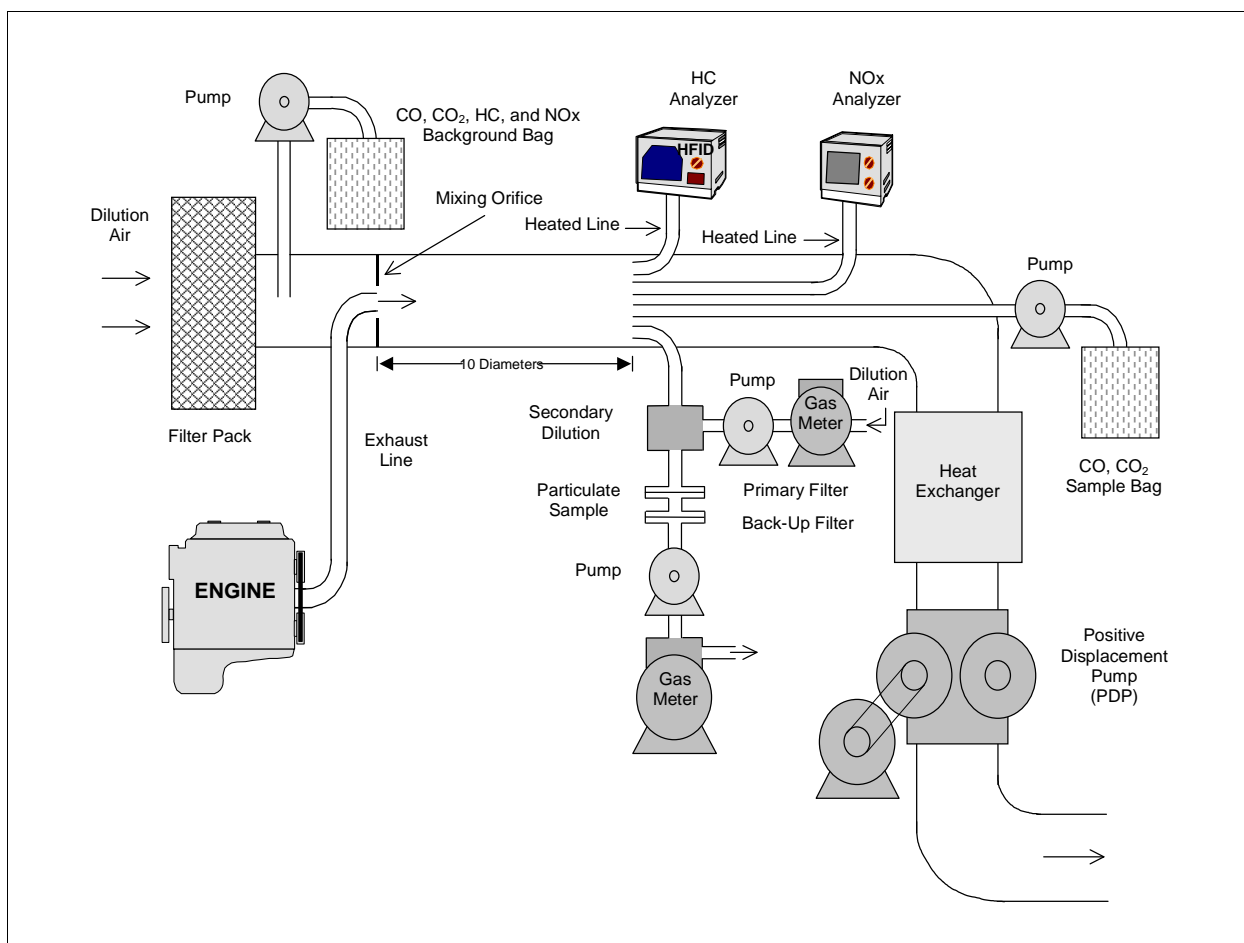


Figure 2. Constant volume sampler setup for emissions measurement.

The exhaust PM level for each test was determined using dilute sampling techniques that collected PM on a pair of 90-mm diameter Pallflex T60A20 filter medium, which were used in series. The particulate filter pair was weighed together both before and after each test to establish exhaust PM emissions for the test. The SOF was determined for engine baseline tests using the same pair of 90-mm filters that were used to determine exhaust PM mass emissions. The extraction process for the SOF used a micro-Soxhlet apparatus with toluene-ethanol solvent, as specified by the California Air Resources Board test method.⁹

3.4 Deviations from the Test/QA Plan

Only one baseline test was originally planned using LSD fuel; however, due to a lower than expected baseline emissions level, the vendor requested a second baseline test (one cold start and three hot starts). The cold start for this second baseline test failed the y intercept requirement of the speed regression line, described in Figure N90-11 of 40 CFR, Part 86, Subpart No. 86.1341-90,¹⁰ by 3 rpm. While, the cold start failed statistics by a minor amount,

SwRI voided this test and repeated the second baseline. Both the first baseline test and the repeated second baseline test were judged as valid data and were averaged.

3.5 Documented Test Conditions

Engine Performance

Table 3 summarizes observed power and torque for all baseline and control configurations. The engine performance was similar for all configurations. The coefficient of variation was less than one percent for both rated power at a rated speed of 1,800 rpm and for peak torque at 1,200 rpm. The torque map performances for all DOC muffler configuration tests were similar, with a coefficient of variation of less than two percent.

Table 3. Engine Performance Data

Fuel	Test Date	Test Number	Test Type	Rated Power ^a bhp (kW)	Peak Torque ^b lb-ft (N-m)
LSD	10/30/2002	4712-BO-P1	Baseline	405 (302)	1182 (1602)
	10/31/2002	4712-B22-SC-P1	Controlled	404 (301)	1181 (1600)
	11/1/2002	4712-M11-SC-P1	Controlled	403 (301)	1177 (1575)
	11/9/2002	4712-BO-P2	Baseline	402 (300)	1175 (1592)
Average:				404 (301)	1179 (1597)
Standard deviation:				1.3	3.3
Coefficient of variation, %:				0.3	0.3
ULSD	11/5/2002	4579-BO-P1	Baseline	398 (297)	1162 (1551)
	11/6/2002	4579-B22-SC-P1	Controlled	396 (296)	1160 (1549)
	11/7/2002	4579-B23-O-P1	Controlled	399 (298)	1162 (1551)
Average:				398 (297)	1161 (1550)
Standard deviation:				1.5	1.2
Coefficient of variation, %:				0.4	0.1

^aEngine power at rated speed of 1,800 rpm.

^bEngine peak torque at rated speed of 1,200 rpm.

Engine Exhaust Back-Pressure

The engine exhaust back-pressure was set to 2.8 in. Hg (9.5 kPa) in accordance with the engine manufacturer's specifications for the baseline tests. The DOC muffler configuration tested displayed a similar back-pressure of 2.8 in. Hg (9.5 kPa) at rated engine power.

Engine Exhaust Temperature

Temperature measurements were made in the exhaust system at the inlet and outlet of the DOC. The temperature probes were located five in. upstream of the DOC inlet and ten in. downstream of the DOC outlet. Typical temperatures averaged over the transient test cycle were 470 to 480 °F (240 to 250 °C) at the DOC inlet and 510 to 530 °F (270 to 280 °C) at the DOC outlet.

Fuel Consumption

Table 4 presents the brake specific fuel consumption (BSFC) for all baseline and control configurations.

Table 4. Brake Specific Fuel Consumption

Test Number	Test Type	Test Date	BSFC, lb/bhp-hr	BSFC, kg/kW-hr	Weighted BSFC, lb/bhp-hr	Weighted BSFC, kg/kW-hr
First engine baseline with LSD fuel						
4712-BO-C1	Cold-start	10/31/02	0.428	0.259		
4712-BO-H1	Hot-start	10/31/02	0.414	0.250	0.416	0.252
4712-BO-H2	Hot-start	10/31/02	0.411	0.249	0.413	0.250
4712-BO-H3	Hot-start	10/31/02	0.410	0.248	0.413	0.250
Second engine baseline with LSD fuel						
4712-BO-C3	Cold-start	11/12/02	0.426	0.258		
4712-BO- H7	Hot-start	11/12/02	0.415	0.251	0.417	0.252
4712-BO-H8	Hot-start	11/12/02	0.415	0.251	0.417	0.252
4712-BO-H9	Hot-start	11/12/02	0.412	0.249	0.414	0.250
Engine baseline with ULSD fuel						
4579-BO-C1	Cold-start	11/06/02	0.434	0.263		
4579-BO-H1	Hot-start	11/06/02	0.416	0.252	0.419	0.253
4579-BO-H2	Hot-start	11/06/02	0.408	0.247	0.412	0.249
4579-BO-H3	Hot-start	11/06/02	0.418	0.253	0.420	0.254
Degreened DOC Series 6100 and ULSD fuel						
4579-B23-O-C1	Cold-start	11/08/02	0.432	0.261		
4579-B23-O-H1	Hot-start	11/08/02	0.414	0.252	0.417	0.252
4579-B23-O-H2	Hot-start	11/08/02	0.412	0.251	0.415	0.251
4579-B23-O-H3	Hot-start	11/08/02	0.414	0.250	0.417	0.252

Section 4.0

Summary and Discussion of Emission Results

The baseline and controlled emissions data are summarized in Tables 5a through 5d. The emissions were measured at each test point for HC, CO, NO_x, and PM. Tables 5a through 5d also provide data on the SOF of the exhaust PM during baseline tests, speciation of the NO_x emissions, CO₂ emissions, and work. For each pollutant and each cold- or hot-start test, the mass emissions per work (bhp-hr) was calculated. The transient composite-weighted emissions were then calculated following the fractional calculation for highway engines to provide composite emissions rates for each pollutant, hot-start test combination as follows.

$$(E_{COMP})_m = 1/7 \cdot E_{COLD} + 6/7 \cdot (E_{HOT})_m \quad (1)$$

where:

$$\begin{aligned} m &= 1, 2, \text{ or } 3 \text{ hot-start tests} \\ E_{COMP} &= \text{composite emissions rate, g/bhp-hr} \\ E_{COLD} &= \text{cold-start emissions rate, g/bhp-hr} \\ E_{HOT} &= \text{hot-start emissions rate, g/bhp-hr} \end{aligned}$$

These composite emissions rates were then used to calculate the mean and standard deviations for the baseline and controlled emissions rates. These data were in turn used to calculate mean emissions reductions and 95 percent confidence limits. These calculations are based on the generic verification protocol¹ and test/QA plan.⁵ However, this calculation procedure differed slightly from the equation in the CFR⁸ in the order of the calculation. The CFR specifies that the mass emissions in grams and the work in bhp-hr are first weighted for the cold- and hot-start tests before the mass emissions are divided by the work.

Table 6 summarizes the composite weighted emission values and Table 7 the verified emissions reductions and their 95 percent confidence limits. As shown in Table 7, the mean emissions reductions for PM emissions ranged from 22 to 28 percent depending on the fuel used. The mean emissions reductions for NO_x showed little or no significant change. For HC, it ranged from 49 to 66 percent, and for CO, it ranged from 38 to 41 percent.

5a. Baseline Emissions Test Data (English units)

Test Number	Test Type	Test Date	g/bhp-hr					NO ₂ / NO _x , %	g/bhp-hr			Work, bhp-hr
			Exhaust PM	SOF	NO _x	NO	NO ₂ ^a		HC	CO	CO ₂	
First engine baseline with LSD fuel and open crankcase configuration												
4712-BO-C1	Cold-start	10/31/02	0.132	0.081	3.96	3.50	0.46	11.7	0.443	1.87	612	29.52
4712-BO-H1	Hot-start	10/31/02	0.070	0.029	3.91	3.41	0.51	13.0	0.096	1.05	594	29.58
4712-BO-H2	Hot-start	10/31/02	0.072	0.031	3.93	3.41	0.52	13.3	0.106	1.02	589	29.62
4712-BO-H3	Hot-start	10/31/02	0.073	0.015	3.90	3.36	0.54	13.8	0.105	1.05	587	29.53
Second engine baseline with LSD fuel and open crankcase configuration												
4712-BO-C3	Cold-start	11/12/02	0.093	0.04	4.08	3.60	0.48	11.7	0.238	1.55	610	29.61
4712-BO-H7	Hot-start	11/12/02	0.077	0.025	4.04	3.52	0.52	12.8	0.181	1.03	594	29.61
4712-BO-H8	Hot-start	11/12/02	0.076	0.024	4.01	3.49	0.51	12.8	0.201	0.98	595	29.60
4712-BO-H9	Hot-start	11/12/02	0.08	0.026	4.01	3.48	0.53	13.2	0.281	0.97	591	29.72
Engine baseline with ULSD fuel and with open crankcase configuration												
4579-BO-C1	Cold-start	11/06/02	0.122	0.089	4.00	3.49	0.51	12.8	0.753	2.14	618	29.40
4579-BO-H1	Hot-start	11/06/02	0.066	0.020	3.97	3.41	0.56	14.1	0.197	1.03	596	29.32
4579-BO-H2	Hot-start	11/06/02	0.067	0.019	3.99	3.46	0.53	13.3	0.194	1.03	585	29.30
4579-BO-H3	Hot-start	11/06/02	0.065	0.017	3.98	3.44	0.53	13.3	0.209	1.00	599	29.32

^a NO₂ calculated as NO_x - NO.

5b. Baseline Emissions Test Data (metric units)

Test Number	Test Type	Test Date	g/kWh					NO ₂ /NO _x , %	g/kWh			Work, kWh
			Exhaust PM	SOF	NO _x	NO	NO ₂ ^a		HC	CO	CO ₂	
First engine baseline with LSD fuel and open crankcase configuration												
4712-BO-C1	Cold-start	10/31/02	0.176	0.108	5.28	4.67	0.61	11.7	0.591	2.49	815	22.14
4712-BO-H1	Hot-start	10/31/02	0.093	0.039	5.21	4.55	0.68	13.0	0.128	1.40	792	22.19
4712-BO-H2	Hot-start	10/31/02	0.096	0.041	5.24	4.55	0.69	13.3	0.141	1.36	785	22.22
4712-BO-H3	Hot-start	10/31/02	0.097	0.020	5.20	4.48	0.72	13.8	0.140	1.40	783	22.15
Second engine baseline with LSD fuel and open crankcase configuration												
4712-BO-C3	Cold-start	11/12/02	0.124	0.053	5.44	4.80	0.64	11.7	0.317	2.07	813	22.21
4712-BO-H7	Hot-start	11/12/02	0.103	0.033	5.39	4.69	0.69	12.8	0.241	1.37	792	22.21
4712-BO-H8	Hot-start	11/12/02	0.101	0.032	5.35	4.65	0.68	12.8	0.268	1.31	793	22.20
4712-BO-H9	Hot-start	11/12/02	0.107	0.035	5.35	4.64	0.71	13.2	0.375	1.29	788	22.29
Engine baseline with ULSD fuel and open crankcase configuration												
4579-BO-C1	Cold-start	11/06/02	0.163	0.119	5.33	4.65	0.68	12.8	1.004	2.85	824	22.05
4579-BO-H1	Hot-start	11/06/02	0.088	0.027	5.29	4.55	0.75	14.1	0.263	1.37	795	21.99
4579-BO-H2	Hot-start	11/06/02	0.089	0.025	5.32	4.61	0.71	13.3	0.259	1.37	780	21.98
4579-BO-H3	Hot-start	11/06/02	0.087	0.023	5.31	4.59	0.71	13.3	0.279	1.33	799	21.99

^a NO₂ calculated as NO_x - NO.

5c. Controlled Emissions Test Data (English units)

Test Number	Test Type	Test Date	g/bhp-hr					NO ₂ / NO _x , %	g/bhp-hr			Work, bhp-hr
			Exhaust PM	SOF	NO _x	NO	NO ₂ ^a		HC	CO	CO ₂	
Degreened DOC (B2396) and ULSD fuel												
4579-B23-O-C1	Cold-start	11/08/02	0.074	^b	4.06	3.75	0.31	7.6	0.332	1.45	617	29.33
4579-B23-O-H1	Hot-start	11/08/02	0.056	^b	3.92	3.52	0.40	10.1	0.011	0.59	599	29.25
4579-B23-O-H2	Hot-start	11/0802	0.056	^b	3.91	3.53	0.38	9.7	0.101	0.51	596	29.31
4579-B23-O-H3	Hot-start	11/08/02	0.054	^b	3.94	3.54	0.40	10.2	0.057	0.60	593	29.38

^a NO₂ calculated as difference of NO_x - NO.

^b Measurement not conducted.

5d. Controlled Emissions Test Data (metric units)

Test Number	Test Type	Test Date	g/kWh					NO ₂ /NO _x %	g/kWh			Work, kWh
			Exhaust PM	SOF	NO _x	NO	NO ₂ ^a		HC	CO	CO ₂	
Degreened DOC (B2396) and ULSD fuel												
4579-B23-O-C1	Cold-start	11/08/02	0.099	^b	5.41	5.00	0.41	10.1	0.443	1.93	823	22.00
4579-B23-O-H1	Hot-start	11/08/02	0.075	^b	5.23	4.69	0.53	13.9	0.015	0.79	799	21.94
4579-B23-O-H2	Hot-start	11/08/02	0.075	^b	5.21	4.71	0.51	12.9	0.135	0.68	795	21.98
4579-B23-O-H3	Hot-start	11/89/02	0.072	^b	5.25	4.72	0.53	13.6	0.076	0.80	791	22.04

^a NO₂ calculated as difference of NO_x - NO.

^b Measurement not conducted.

Table 6. Summary of Verification Test Emission Levels

Device type	Fuel		Composite Weighted Emission Value, g/bhp-hr (g/kWh)									
	Baseline	Controlled	Baseline					Controlled				
			PM	NO _x	HC	CO	CO ₂	PM	NO _x	HC	CO	CO ₂
Degreened	LSD	ULSD	0.081 (0.108)	4.0 (5.3)	0.19 (0.25)	1.1 (1.5)	594 (792)	0.058 (0.077)	3.9 (5.2)	0.10 (0.13)	0.69 (0.92)	599 (799)
Degreened	ULSD	ULSD	0.074 (0.099)	4.0 (5.3)	0.28 (0.37)	1.2 (1.6)	597 (796)	0.058 (0.077)	3.9 (5.2)	0.10 (0.13)	0.69 (0.92)	599 (799)

Table 7 Summary of Verification Test Emission Reductions

Device type	Fuel		Mean Emissions Reduction (%)				95% Confidence Limits on the Emissions Reduction (%)			
	Baseline	Controlled	PM	NO _x	HC	CO	PM	NO _x	HC	CO
Degreened	LSD	ULSD	28	^a	49	38	25-30	^a	19-79	32-44
Degreened	ULSD	ULSD	22	1.0	66	41	19-25	0.3-1.7	52-79	37-46

^a The emissions reduction could not be distinguished from zero with 95% confidence.

4.1 Quality Assurance

The environmental technology verification of the DOC muffler for heavy-duty diesel engines was performed in accordance with the test/QA plan.⁵ An audit of data quality included the review of equipment, personnel qualifications, procedures, record keeping, data validation, analysis, and reporting. Preliminary, in-process, and final inspections, and a review of 10 percent of the data showed that the requirements stipulated in the test/QA plan⁵ were achieved. The APCTVC's quality manager reviewed the test results and the quality control data and concluded that the data quality objectives given in the generic verification protocol have been attained. EPA and RTI quality assurance staff conducted audits of SwRI's technical and quality systems in April 2002 and found no deficiencies that would adversely impact the quality of results. The equipment was appropriate for the verification testing, and it was operating satisfactorily. SwRI's technical staff are well qualified to perform the testing and conduct themselves in a professional manner.

Section 5.0

References

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3. Southwest Research Institute. *Environmental Technology Verification of Several Diesel Oxidation Catalyst Mufflers and a Spiracle Blow-By Emission Control Device for Heavy-Duty Diesel Engines*. San Antonio, TX, December 2002.
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6. Fuel specifications, 40 CFR § 86.1313-98, Table N98-2 (updated July 2001).
7. Fuel specifications, 40 CFR § 86.1313-2007, Table N07-2 (updated January 2001).
8. 40 CFR § 86, Subpart N, as of July 1, 1999, <http://www.epa.gov/epahome/cfr40.htm>
9. California Air Resources Board. *Test Method for Soluble Organic Fraction (SOF) Extraction*, El Monte, CA, April, 1989.
10. 40 CFR, § 86.1341-90, Figure N90-11 (as amended September 5, 1997), http://www.access.gpo.gov/nara/cfr/cfrhtml_00/Title_40/40cfr86a_00.html